

Claims

1. Device (5) for a rail vehicle with

- a control unit (10) that
 - uses a measured local value (S) specifying the location of said rail vehicle and predetermined, stored route data to determine the distance between said rail vehicle and the respective next scheduled stopping point,
 - uses a measured time value (t) that indicates the respective time and a predetermined, stored travel schedule to determine the remaining travel time to the next stopping point, and,
 - taking into consideration said determined distance, said determined remaining travel time, a velocity value (V) that indicates the velocity of said rail vehicle, and predetermined coasting data (AD) that describes the coasting behavior of said rail vehicle when the drive is switched-off, determines a switch-off time, as of which time said rail vehicle will reach the respective next scheduled stopping point indicated in the travel schedule on time and with no drive, and
- an output device (30) connected to and controlled by said control unit (10), which device generates a switch-off signal indicating the switch-off time, characterized in that
- said device (5) has a data input (E5) via which a travel schedule modification variable (Δt) can be entered into said device (5), and
- said control unit (10) is designed such that, if a travel schedule modification variable (Δt) is entered, it

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- forms a modified travel schedule using said predetermined, stored travel schedule and said entered travel schedule modification variable (Δt), and
- taking this modified schedule into consideration, determines the remaining travel time and the switch-off time in place of said stored travel schedule.

2. Device according to Claim 1, characterized in that

- said control unit (10) is designed such that it forms said modified travel schedule in that it adds said schedule modification variable (Δt) to each predetermined time in the stored travel schedule.

3. Device according to Claim 1 or 2, characterized in that said control unit (10) is designed such that it determines said switch-off time while additionally taking into consideration a predetermined braking and predetermined minimum speed, below which said rail vehicle during the period of its drive-less approach to the next stopping point is braked in accordance with said predetermined braking.

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